

THIRTY DOLLARS
PER ANNUM.

Entimations

30th April, 1901. [475C] Hongkong: 10th April, 1901.

To-day's Advertisements. NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small Amounts.

Apply—**J. J. FRANCIS,**
4, Des Vieux Road,
Hongkong, 11th May, 1901.

CANTON DISTRICT. LOCAL NOTICE TO MARINERS. No. 57.

REMOVAL OF HIGH ISLAND
BARRIER,
BLENHEIM PASSAGE.

NOTICE is hereby given that the High
Island Barrier is shortly to be removed.
The Date of discontinuance of the Red and
Green lights which now indicate the passage
through the Barrier will be notified later on;
also what lights or marks, if any, will be put in
their place.

L. A. BYWORTH,
Harbour Master.
Approved,
F. A. MORGAN,
Commissioner of Customs.
Custom House,
Canton, 25th May, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"ESMERALDA,"
Captain J. McGinty, will be despatched as
above on TUESDAY, the 28th instant, at 5 P.M.
This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 25th May, 1901.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
"ARRATON APCAR,"
Captain E. Fey, will be despatched for the
above ports, on WEDNESDAY, the 29th instant,
at 5 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 25th May, 1901.

IMPERIAL GERMAN MAIL LINE.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship
"SACHSEN,"
of the NORDEUTSCHER LOYD.
Captain H. Supper, due here with the outward
German Mail about WEDNESDAY, the 29th
instant, will leave for the above places about
24 hours after arrival.
NORDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 25th May, 1901.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC,"
are hereby notified that their Goods are
at their risk being discharged into Lighters and/or
landed into our Godowns at Wharves and
delivery may be had either from Lighters or
from Godowns upon countersignature of Bills
of Lading.

Goods remaining unclaimed after the 31st
instant, will be subject to rent.
No Fire Insurance has been effected.
GEORGE ECKLEY,
Acting Agent.
Hongkong, 25th May, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"PARRAMATTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., *S.S. Arcadia, Arabia*
and *Calcutta*.
From Australia, &c., *S.S. Victoria*.
From Persian Gulf, &c., *S.S. N. and B. & P.*
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary, before
5 P.M., TO-DAY.

Goods not cleared by the 31st instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 25th May, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"NANKIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 31st instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Intimations. EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dizziness, a reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1457b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF

AERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, MAY 25, 1901.

NOTES AND COMMENTS.

Our Late Queen's Memory.

If a day is to be set aside and kept to all
time as a public holiday in commemoration
of Her Late Most Gracious Majesty, some-
thing more will have to be done than was
done yesterday. There were no official
indications either of mourning or of rejoic-
ing. No flags at Government House or at
Head Quarters. No ships dressed; no
salutes fired; nothing to distinguish the day
from any other day in the week. We were
sorry to note too, that all the principal
stores and places of business were open and
doing business as usual. If this day is to be,
as seems to be the general wish throughout
the Empire, kept sacred to the memory of
Her late Majesty, there will have to be
some definite understanding as to the form
in which the day is to be observed.

Rejoicing, to be celebrated with all possible
pomp and display, or is it to be an occasion
of mourning? Some one must settle that
preliminary question authoritatively. It
seems to us that it ought to be a day of
solemn thanksgiving for all the glories of
the reign; a day to be celebrated as the 4th
of July is celebrated in the United States
of America, although not in precisely the
same form. Each nation has its own fash-
ions in such matters and what is proper and
suitable in America is not necessarily appro-
priate and convenient among Englishmen.
America, on the 4th July, celebrates the
commencement of its independent existence
as a Sovereign State. Englishmen may
well celebrate the birth of the Empire, the
recognition by all the different branches of
the race of the imperial character of the
United Kingdoms and of the Colonies, and
might well associate that celebration with
Her late Majesty's birthday, as it was during
her reign that the Imperial title was first
assumed by any of our sovereigns and that
the movement in favour of the consolidation
of the Mother Country and of her depen-
dencies into one great Empire took form
and life. We hope that before another 24th
May has come round, the prevalent feeling
in favour of the day as a public holiday will
have crystallized into some definite under-
standing as to the spirit in which the
anniversary should be kept and as to the
form in which it is to be observed.

The "Shamrock."

The accident to *Shamrock* the Second
would appear to have been of a very serious
nature.

The first report was that

she had got ashore and was slightly damaged.

We now learn that, caught in a severe squall
she snapped her bowsprit and suffered the
loss of her masts. The loss was of course,
in heavy weather, the almost certain conse-
quence of the damage to her bowsprit. It is
not quite clear at the moment whether there
were two accidents, separated by intervals of
time, or whether the accidents reported are
in fact one and the same. It seems probable
that every effort would be made in the first
instance, as the King was on board, to con-
ceal or minimise the serious nature of the
casualty.

If there were two accidents and not
one, then we can only say that *Shamrock*
II is not a lucky boat. His Majesty was
most fortunate in escaping from all the
possible consequences of the wreck and is
be most heartily congratulated. The chances
of Sir Thomas Lipton bringing the America
Cup to our shores this year seem to be very
rapidly diminishing. It is hardly possible
that the needed repairs can be effected in
time to allow the yacht to cross the Atlantic
before August.

The Sublime Porte.

Of all the extraordinary incidents in the
history of the first year of the century surely
the conduct of the Turkish Government in
its attack on the foreign post-offices in Con-
stantinople is likely to figure as the most
extraordinary. They have existed for years.
They are sanctioned by Treaties and Con-
ventions innumerable. They are only one
feature in the regime of exterritoriality which
limits the rights and powers of the Porte in
its own territories. We are told that the
free transmission of letters through these
offices greatly facilitates the action of
the many discontented factions that harass
the government of the Sultan and that much
mischief is thereby caused. We can quite
understand that, and that the entire control
of the correspondence passing into and out
of Constantinople would be of immense
advantage to the Turkish Government but
we can also see that there are, on the other
hand, an infinity of reasons justifying the
Powers in refusing to surrender the post-
offices to the tender mercies of Turkish
officials. We cannot, however, comprehend
how the Sultan and his advisers could
have, for one moment, imagined that
there could be any but one result to a
demand for redress made in the form which
the proclamation actually took. If we were
in the habit of seeing the hand of Russia in
all Eastern complications we should have,
in this particular instance, very fair grounds
for suggesting that the government of the
Tzar had, officiously, a finger in the pie.

The pressure on Russia in the Far East is
at the present moment considerable and
extremely inconvenient. Any little diversion
in the nearer East which drew the atten-
tion of the Powers or any of them from
China and Manchuria would be heartily
welcome. Trouble with Turkey would
be so distinctly to the advantage of the
great Northern Power at the present time
that one is inclined to apply the legal criterion
to the solution of the problem and ask
"Cui Bono?" Russia apparently is the only
power that could derive any benefit from
the incident and its consequences. It is
possible, however, that the Sultan may have
thought that, as all the Powers were so fully
occupied elsewhere, his bluff was safe. If
so he has found his mistake. France, how-
ever, is hardly the country to which prudent
statesmen would have entrusted the opening
of the Dardanelles.

REUTER'S TELEGRAMS.

THE BOER INVASION OF CAPE
COLONY.

LONDON, May 22nd.

Commandant Krüger with 200 followers
has re-entered Cape Colony.

It is stated that the fresh invasion of Cape
Colony is due to the continued British harry-
ing movements in the South of the Orange
River Colony.

THE PORTE AND THE FOREIGN
POST OFFICES.

LORD Lansdowne in the House of Lords,
said that the Government was determined to
insist upon preparation for the conduct of the
Turkish Officials regarding the foreign Post
Offices.

LATER.

YACHTING ACCIDENT.
NARROW ESCAPE OF KING
EDWARD.

Sir Thomas Lipton's yacht *Shamrock II*
whilst out for trial in the Solent with King
Edward and her owner on board, was caught
in a squall. The yacht snapped her bows-
prit, and immediately afterwards the top-
mast and steel main mast weighing a couple
of tons collapsed, and fell over the yacht's
side. All on board had a miraculous escape.
King Edward preserved complete composure
during the trying ordeal and returned to
London to-night.

TURKEY AND THE FOREIGN
POST OFFICES.

The British warships *Cesar*, *Empress*
of *India*, and *Gladiator* have been ordered to
Salonica, on account, it is believed, of the
difficulties with the Turkish Postal Authorities.

The difficulty with Turkey in connection
with the foreign Post Offices has been settled.

THE YACHTING ACCIDENT.

Owing to the accident to his yacht *Sham-
rock II*, Sir Thomas Lipton has requested
four week's grace from the New York Yacht
Club in connection with the race for the
America Cup.

WEATHER REPORT.

The Observatory report says:—
On the 24th at 12.15 p.m. the barometer had
fallen slightly in S. China. A depression lies
in the North part of the Sea of Japan and

pressure is also relatively low about the For-
mosa Channel. Gradients slight generally with
variable winds on the China coast, and moder-
ate S. winds in the N. part of the China Sea.
Forecast:—Light S.W. winds; fair.

On the 25th at 11.40 a.m. barometric changes
are slight. Pressure is highest over the N.E.
coast of China, and relatively low over the S.E.
coast. Gradients slight for E. winds on the E.
coast, and for S.W. winds on the coast and in
the N. part of the China Sea. Forecast:—Moder-
ate or light S.W. winds; fine at first, showery
later.

LOCAL AND GENERAL.

INWARD parcels by the *s.s. Parramatta* are
ready for delivery.

H.M.S. *Bonaventure* is now on her way here
to await her relief, the *Talbot*.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

H.M.S. *Glory* left for Yokohama this morning.
She is to take the place of H.M.S. *Centurion*
as flagship.

THE Government, we hear, made a very good
thing out of land sales last year. The esti-
mated revenue from this source was \$250,000,
and the amount actually realized was over
\$800,000.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

WHIT MONDAY.—The Post Office will be
closed on Monday, the 27th inst., except from
8 a.m. to 9 a.m. Correspondence for the Peak
and Kowloon may be posted up to 9 a.m. The
Night Box will be kept open. The Money
Order Office will be entirely closed.

WE shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

THE Cotton trees near the Cricket Ground are
now in full bearing and the Cricket Ground
and the road in their vicinity, is a mass of
cotton flock and fluffy pieces are blowing
about like a mild snowstorm. It is not a pleas-
ant place for ladies to go for an airing just at
present, if they do not want to become prema-
turely grey from the flying cotton.

"It is with the deepest regret," says the *New
Press* of the 21st inst., that we learn of the
proposed retirement of Mr. Byron Brennan,
C.M.G., Consul-General at Shanghai, which
we understand will take effect on the 30th
of next month.

Mr. Byron Brennan joined the service in
1866.

THE Band of the Madras Light Infantry will
play at the Hongkong Hotel this (Saturday),
evening, from 8 p.m. to 9.30 p.m.—
PROGRAMME.

1. March "The Soldier's Song" Sullivan.
2. Selection "The Silver Palace" Kappeler.
3. Song "The Silver Palace" Kappeler.
4. Selection "The Soldier's Song" Sullivan.
5. Waltz "The Soldier's Song" Sullivan.
6. Aria "The Soldier's Song" Sullivan.

"God save the King."

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

GOVERNMENT NOTIFICATION.—NO. 303.
The following Telegram from His Britannic
Majesty's Consul-General at Bangkok, dated
the 24th instant, is published:—
"Governor, Hongkong.

"Vessels from Hongkong should call at
Koh Phai for quarantine."
"Consul General."

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th May, 1901.

WE hear that Inspector McEwan has left the
Naval Yard Police and is to join the Sanitary
Department. His place has been filled by
Sergeant Lawrence, from the Torpedo Depot
at Kowloon. This is a case of very quick
promotion, as Lawrence has only been a couple
of years in the force. Inspector McEwan was
well known in Hongkong as our leading dog-
fancier. He did not confine himself to dogs
fancier, as his quarters always were the air of
a miniature menagerie. The Naval Yard folk
will doubtless miss him, while the Sanitary
Department may congratulate themselves upon
having obtained a thoroughly good man.

GOVERNMENT NOTIFICATION.

Notice is hereby given that Torpedoes will
be run on the torpedo range at Kowloon daily
from Tuesday, the 28th instant, until further
notice, between the hours of 8 a.m. and 4 p.m.
The range is about 1,000 yards straight out
from the pier.

All ships, junks and other vessels are cau-
tioned to keep clear of the range.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th May, 1901.

ONE is always a trifle sceptical of news of a
sensational nature emanating from Vienna,
says a home paper. There must be something
in the air there which makes people go about
always expecting to be startled. The latest
"rumour" is that Count Leo Tolstoy has been
banished from Russia. Vienna does not claim
to be the source of the rumour—the journalistic
honours belong to Warsaw, but Vienna believes
the story. We question it. Pobiedonostzeff is
a terrible fellow, but even he might be supposed
to ask himself what possible good could come
of banishing an aged man, whom he had al-
ready excommunicated. If the story be true,
it is pitiable enough, and can only show how
completely the Tzar is in the hands of his ad-
visers. For Nicholas II. is an enlightened and
human monarch, and would not of himself
take part in the persecution of the greatest
man of letters that Russia has produced. For
the sake of Russia and the aged author himself
we hope the story is but an invention of the
enemy.

To avoid showing in Singapore in opposition
to Harmsen's Circus, the "Warrens," in the
meantime, will tour Java.

WE note that Mr. Cottam's store was closed
yesterday. He evidently thought that the birth-
day of our late Queen should be remembered.

SANITARY BOARD.

A meeting of the Sanitary Board was held
to-day at noon. There present the Hon.
W. H. GUTHRIE, Acting Director of Public
Works, in the chair, Dr. Bell, Acting Principal
Civil Medical Officer; Dr. Clark, Medical
Officer of Health; Lieutenant Colonel Hughes,
R.A.M.C.; Messrs. E. Osborne, Chan A. Fook
and Fung Wah Chun and C. A. Woodcock,
Secretary.

The following minute from Dr. Clark had
been circulated and was laid on the table:—
"I have the honour to report that another
European case of Bubonic Plague has occurred
in Beaconsfield Arcade to-day, this makes a
total of 5 Europeans and three Chinese cases
from this block of buildings and I beg to re-
commend that the Board should consider the
 advisability of closing these premises as unfit
for human habitation during the prevalence of
the present epidemic.

I am inclined to think that the large quantity
of grain and other foodstuffs stored on the
Parade Ground must have attracted a large
number of rats to the neighbourhood and that
these rats have infected the buildings in the
immediate vicinity. A number of dead rats
have been recently found in the City Hall but I
have no information as to whether any have
been found at Murray Barracks.

I attach the necessary certificate. I recom-
mend that a special meeting of the Board
should be called for noon to-morrow to con-
sider this question. 24.5.01. sd. F. W. Clark
M.O.H.

The following minutes were appended:—
"I, Col. Hughes—I recommend that Bea-
consfield Arcade be evacuated without delay,
thoroughly disinfected and kept closed until
the subsidence of the epidemic.

Dr. Bell—I agree with the M.O.H.

The Chairman moved that the standing
orders be suspended and then went on to explain
that the meeting had been called to consider
the advisability of carrying out the recommen-
dations contained in Dr. Clark's minute.

Mr. Osborne asked if it was intended to close
the premises altogether or would they only be
closed from sunset to sunrise?

A discussion ensued, some members being
of opinion that it would be hard upon the
inmates to close the premises altogether. Dr.
Bell pointed out the danger to be appre-
hended from allowing the tailor's shop in
Beaconsfield Arcade to carry on business. The
whole block was full of plague and should be
shut up entirely. If it was allowed to be used
during the day time for the transaction of
ordinary business, some of the coolies hanging
about would be sure to get plague and to
spread it. With regard to the tailor's shop he
thought that if it was allowed to remain open
and any cases were traced to the clothes made
there, the Board would be blamed.

Mr. Osborne suggested that the back pre-
mises be closed altogether and the whole block
closed from sunset to sunrise. He believed in
drastic measures being taken in extreme cases
but thought it would be hard on the inmates if
the place was closed altogether. If it were
closed from sunset to sunrise he thought that
those who were wise would vacate it altogether
of their own accord. He suggested that it be
closed from sunset to sunrise and that a pro-
vision be made to the effect that in the event
of more cases of plague occurring, the premises
be closed entirely.

On the discussion being continued Dr. Clark
drew the attention of the Board to the fact
that they were by law only empowered to
close the premises altogether and could not
close them for certain specified hours. With
regard to the necessity for the closing of the
tailor's shop he pointed out that the plague
this year had been particularly prevalent
amongst the Chinese sempstresses, thus lead-
ing to the conclusion that the disease was
spread by the contagion conveyed by clothing.

Mr. Osborne then moved.

"That the Board order the premises known
as Beaconsfield Arcade to be closed during the
prevalence of the epidemic of Bubonic Plague
under Section 7 of the Disinfection of Premises
By-laws of Schedule B of Ordinance 13
of 1901.

Dr. Bell seconded and the resolution was
carried unanimously.

The following minute was then laid on the
table:—
"Dr. Clark reported—I have the honour to
report that at least five cases of plague have
occurred, since the 20th inst., at Nos. 15, 17
and 19 Peel Street, which are old houses com-
municating directly with each other, and I
attach a certificate recommending that the pre-
mises be closed. The premises are full of
cubicles, partitions, etc., which, although not
illegal, render the premises very insanitary,
and I consider that the owner should be re-
quired to clear out the whole of these accom-
modations and either burn them, or have them
thoroughly disinfected and exposed to sunlight
and air freely, and that then the Sanitary Board
will be in position to thoroughly cleanse and
disinfect the place. I have also to report that
at least four cases have occurred at No. 63
Wellington Street, since the 23rd inst., and
that these premises should also be vacated and
I attach the necessary certificate accordingly.

Dr. Bell moved that the premises mentioned
in the minute be closed. Lieut. Colonel Hughes
seconded and the resolution was carried
unanimously.

Mr. Osborne then moved.

"That the Government be asked not to give
permission for Chinese open air performances
during the prevalence of the plague epidemic."

He said that there were several matches
open air theatres now at Yau-ma-tei and he
believed that there were others in the City.
These theatres were frequented by all the
riffraff of the place and he believed that their
presence drew many young people who would
otherwise be either taking an evening stroll or
be safe asleep in their beds. It must happen
these performances many either had plague or
were carrying infection in their clothing and he
had no doubt that the disease was spread in
this manner. The Government had prevented
the great influx of Chinese from Canton and
the surrounding districts to the races in order
to prevent the spread of plague by the con-
gregation of large crowds. He thought that
such open air gatherings should be put a stop
to in times of epidemic disease. Besides he
thought that perhaps some of the Chinese
would be brought to understand what plague
really meant if they found their amusements
thus description stopped during the pre-
valence of the disease in an epidemic form.

The Chairman said that he would like to
point out that he was aware of the ex-
istence of one of these large matches
theatres at Yau-ma-tei, that permission for its
erection had been given before the plague
assumed epidemic proportions. Mr. Osborne
would no doubt be glad to learn that the people
concerned had been served with a notice to
close the theatre.

A resolution embodying the suggestions of
Mr. Osborne was then put and carried un-
animously.

BATH-HOUSES.

Dr. Clarke next moved, that the Board in-
form the Government of the great success of
the public bath-houses which had been opened
in various parts of the City. He said that the
only drawback was that the supply of hot water
was not equal to the demand. Coolies flocked
to the bath-houses

AT THE MAGISTRACY.

A NOISY WOMAN.

Ho I, a married woman of 49 years of age, went into the Linn Wing's shop at Pokfulam and made a great disturbance because one of the *fu* (lucky) owned her money. She refused to leave unless she was paid and so was given in charge. Mr. Hazledine bound her over in the sum of \$100 to keep the peace for six months.

THEFT.

Fung Ming pleaded guilty to stealing a rattan basket valued at \$1.50. He was sentenced to a week's hard labour.

Chu San pleaded guilty to the theft of two metal clocks, value \$5.00, and was sentenced to three weeks' hard labour.

For stealing a steel measuring tape, the property of the Government, which was inadvertently left on board by a P. W. D. coolie, Chan U, cook of the Southern Star Ferry-boat, was sentenced to fourteen days' hard labour.

RETURNING FROM BANISHMENT.

For disobeying an order of banishment, Wong Hing was sentenced to a year's hard labour.

GAMBLING.

Gambling in the street at Aberdeen cost Ho Hai Fu and Un Kau a couple of dollars each.

A DRUNKEN SERVANT.

Lieut. Archibald Holborn, of the Hyderabad Contingent, charged his servant Eatty Mahomed, with unlawfully leaving his employment without giving reasonable notice. The complaint stated that on Monday night, at about eleven, on returning from Mess, he found his servant drunk. He beat him on the spot and the servant left. Defendant discharged.

A PASSENGER HEAVILY FINED.

One of the cabin passengers by the last trip of the *Hongkong Maru* sailing from San Francisco was B. R. Hanning, a capitalist, interested in sugar stocks at Honolulu, who was so anxious to get to that place, in consequence of advices received by the steamer *China* that he paid \$75 for the privilege of sailing in the *Hongkong Maru*. The vessel is under a foreign flag and cannot therefore, engage in trade between the Coast and Hawaii, the penalty for carrying a passenger in violation of this law being a fine of \$200. Hanning was willing to pay the regular fare of the \$75 and this fine, but Agent W. H. Avery of the Toyo Kisen Kaisha was averse to accepting him as a passenger, even under such an arrangement, until he was assured by Collector of the Port Stratton that it would probably be all right. — *The New Press*, May 21st.

THEFT ON THE N.Y.K. "KASUGA-MARU."

News was received in Sydney from Brisbane on April 24th of a theft on the *Kasuga-maru*, which left Sydney on March 28th. It appears that one of the passengers from Sydney had a quantity of jewelry in his luggage valued at £250 to £300. Shortly after leaving Sydney he examined his trunk and found the valuables missing. He at once reported the matter to the captain, who had a thorough search of the vessel made, but no trace of the missing jewelry could be found.

On arrival of the steamer at Brisbane, says a Sydney dispatch in the *Melbourne Argus*, information of the theft was at once sent to Sydney. There is a strong suspicion that the articles were taken just before the steamer left the wharf at Sydney.

The *Kasuga-maru*, arrived at Kobe on the 11th inst. — *The New Press*, May 21st.

BY THE MAIL.

(From Home Papers.)

H.M.S. "Mohawk."

The cruiser *Mohawk*, recently returned from the China Station, was paid out of commission at Chatham on 25th ult., and the crew was granted the customary leave of absence.

H.M.S. "Undaunted."

The *Undaunted*, cruiser, Capt. A. C. Clarke, was paid off at Devonport on 25th ult., under the superintendence of Captain W. Marrack, of the Dockyard Reserve, after serving two commissions on the China Station.

Mr. Alex. Mosley.

Mr. Alexander Mosley, of the firm of Messrs. Thomas Mosley and Co., Gibraltar, on whom H.R.H. the Duke of Cornwall and York conferred the order of St. Michael and St. George on the occasion of his recent visit to Gibraltar on H.M.S. *Osiris*, was for some years with the firm of Messrs. Gilfillan, Wood and Co., of Singapore.

Italy in the Sudan.

An agreement has just been entered into between the Governments of Italy and Great Britain whereby the district of Tomet, in the centre of the Sudan, is ceded to Italy. Great Britain has ceded it to Italy as a token of regard for the conquest of Kassala by the Italians and its cession to Great Britain.

Naval Appointments.

The following appointments have been made at the Admiralty:—Staff Surgeons V. G. Thorpe, to the *Centurion*, for service with the marines at Wei-hai-wei, and P. E. Maitland, to the *Argonaut*, to date April 24th.

Dutch torpedo-boat launched.

On 18th ult., the first-class torpedo-boat *Pangrango*, for the Royal Dutch navy, was successfully launched from Messrs. Yarrow and Co.'s new works at Poplar. This is the twenty-fifth first-class torpedo-boat of this type constructed by Messrs. Yarrow within the last three years.

An Irish Editor Imprisoned.

Mr. Patrick McHugh, M.P., who was convicted for criminal libel, published in the *Silgo Champion*, which he is editor and proprietor, commenting on jury packing, was, on 22nd ult., sentenced by the Lord Chief Justice of Ireland to six months' imprisonment as a first-class misdemeanour.

Capt. von Usedom Recalled.

Captain von Usedom, who was in command of the German detachment with Admiral Seymour's expedition to reach Peking, and later on was attached to Count von Waldersee's staff, has been recalled and placed at the disposal of the chief of the German Baltic fleet. This measure is taken because it is thought that a military co-operation between the naval and land forces is no longer necessary.

Suicide at the Chinese Legation.

A determined suicide has taken place at the Chinese Legation, 49, Portland-place, W. It

appears that Mme. D. Ling, aged 49 years, a ladies' maid engaged at the Legation for some time past, was found hanging by a piece of rope from a hook in the ceiling of her bedroom. A medical man who was summoned stated life had been extinct for some hours, death being due to strangulation by hanging.

White Lodge.

The King has granted the use of White Lodge, Richmond Park, for so long the residence of the Duke and Duchess of Teck, to Mrs. Hartmann for her life. Mrs. Hartmann, who is a personal friend of the King, is well known in London, and at one time entertained a great deal. She has a charming house in Berkeley-square, and will use White Lodge as a summer residence.

The Increased Coal Duty.

The coalowners, shippers, and miners affected by the export duty on coal are leaving no stone unturned in their endeavour to set on foot an agitation against the Chancellor of the Exchequer's proposal; but so far as members of Parliament are concerned, the matter comes to be considered in all its bearings the greater is the conviction that the suggested impost is a step in the right direction. It is admitted that some concession should be made to meet the case of contracts which have still a considerable period to run; but, for the rest, there seems to be a consensus of opinion that the coal trade is well able to make a special contribution to the Exchequer at this period of national emergency.

A Heat Wave.

The prediction last month by Falbe, the famous Vienna weather prophet, that April would bring a heat wave, is fulfilled, so far as Great Britain is concerned, says a mail paper. In many parts of the country the wave still covers the land, and even so far north as Edinburgh is described as oppressive. In London on 24th inst. it was perhaps not quite so hot as on the previous day, when 76 degs. were registered, but it was hot enough to bring out the horses' sun-bonnets. All over the metropolis drivers took the precaution of covering their horses' heads from the sun's rays. It is said that the heat of the past few days has again brought out the mosquitoes in some parts of London, and that drapers are already offering mosquito curtains. The heat has at any rate been so pronounced as to be mentioned by doctors at two inquests in London as a contributory cause of death.

Primrose Day.

"Primrose Day" was very generally observed on 19th ult. It is twenty years since the Earl of Beaconsfield's death, and his statue in Parliament-square was artistically decorated with the simple spring flower, many branches of the Primrose League and other organisations sending beautiful tributes. A splendid screen—the usual tribute of Mr. E. R. Bellios, C.M.G., of Hongkong—occupied a commanding place. It stood nearly 8 ft. in height, was surmounted by a crown, and bore the motto, worked in everlasting flowers, "God protect our Emperor-king and Queen Alexandra." Beneath this being the coat-of-arms, with a base of ivy-leaves and primroses. The late Earl's grave at Highbury was covered with wreaths sent from all parts of the country. Among these beautiful floral tributes was again a very handsome wreath from Mr. Bellios, which was placed in the Earl's seat in the channel, beneath Queen Victoria's memorial.

St. George's Day.

St. George's Day in London was favoured with brilliant weather. Though there was some falling off from the enthusiasm of last year, number of persons were roses in honour of the occasion, and the flower-sellers in the street had provided themselves with large stocks of white, yellow, and red blooms. Flags were hoisted at several of the principal churches. A special service, organised by the English Church Union, was held at St. Paul's, Knights-bridge. The Rev. Baden-Powell and the Rev. J. H. Le Breton Girdleston, vicar of St. Andrew's, Worthing, officiated. The Society of St. George celebrated the occasion by a banquet at the Holborn Restaurant the festival was officially observed on 23rd ult. for the first time in the Royal borough of Windsor. By the Mayor's orders the banner of St. George was hoisted over the municipal buildings. The bells of St. George's Chapel were rung in honour of the day.

Brother Jonathan Growing Fat.

According to the *British Medical Journal*, certain statistics compiled by sociological investigators in New York go to prove that the physical characteristics of the American people are changing. "Among 1,000 New Yorkers from the age of twenty upwards over 28 per cent. showed an abnormal development in the abdominal region. The inference from this and other facts is that Brother Jonathan is putting on flesh and tending to revert to the beefy type of Anglo-Saxon represented by John Bull. That, our scientific contemporary opines, bodes no good to Republican institutions, and if the tendency towards fat be not checked, the great Republic may some day find itself within measurable distance of the adoption of monarchical institutions. "The rôle of fat in political physiology," we are told, "cannot be summed up in a simple formula, but for practical purposes it will be found tolerably safe to assume that thinness makes for revolution and fleshiness for repose, which, expressed in terms of politics, means Conservatism."

The Imperial Theatre.

Under the management of Mrs. Langtry the Imperial Theatre adjoining the Westminster Aquarium, resumed on 22nd ult. the position as a West End house it took twenty-two years ago under Miss Marie Litton. After the structural alterations, amounting to complete reconstruction, which it has undergone, it is one of the most convenient and comfortable as well as one of the prettiest of houses. With the exceptionally brilliant audience which in spite of the postponement of its opening it was able to secure, it looked one of the most attractive buildings at present dedicated to the stage. The auditorium walls are of white marble with decorative panels in the front of the dress circle, and with green bronze enrichment, the superb drop-scene being of dark green velvet with a broad border of gold. Two boxes, one on each side of the stage, are marvels of Oriental magnificence. It may be doubted whether, allowing for the limited scale on which the whole is carried out, the art of theatrical decoration has ever been carried further. The piece performed was *A Royal Nidalee*, from the French of M.M. Pierre and Claude Berton.

Launch of the "Shamrock II."

The *Shamrock II.*, Sir Thomas Lipton's America Cup challenger, was launched from Messrs. William Denny and Brothers' ship-building-yard at Dumbarton on 20th ult. She was named by the Marchioness of Dufferin in the presence of about 200 guests. The launch, which was successful, was very ingeniously carried out. The depth of water on the river prevented the challenger from floating on her own keel, and she was supported by pontoons

on each side. As soon as she was afloat the *Shamrock* was towed by a steam-tug to a dock to have her masts fitted. She carried her shamrock racing flag, the ensign of the Royal Ulster Yacht Club and the Scottish Lion. The day was a general holiday in Dumbarton, and thousands witnessed the ceremony. The whole of the dock where the boat had been built was completely screened from the outside public. Dense throngs were on both sides of the Clyde. Sir Thomas Lipton said to the Press representatives, "I am entirely satisfied with the yacht, and I think she will make a fine showing. I am unable to give an expert opinion, but I am particularly pleased with the graceful lines of the boat. The chief difference between the two *Shamrocks* is that the present one has a much shallower body."

A New Type of Battleship.

The Toulon festivities have given rise to special interest in the battleship of a new type which, under the name *Regina Margherita*, will shortly be added to the Italian navy. Compared with other Italian battleships, the *Regina Margherita* is small, measuring only 130 metres in length, 23.84 metres in breadth, 8.24 metres draught, and 13,426 tons displacement. The armament consists of four 305mm. guns, arranged in couples, two at the bows and two astern; four 203mm. quick-firing guns in armoured emplacements; twelve 152mm. quick-firing guns in armoured redoubts—six on each side of the vessel; sixteen 76mm. quick-firing guns in armoured emplacements; and eight 47mm. quick-firing guns distributed throughout the ship and on the armoured bridge. The vessel is protected by an armoured belt running the whole length of the ship along the water line. At stem and stern the belt decreases in thickness, but along the redoubts, about 80 metres, it is about 150mm. thick. The belt is composed of *Tremi* plates. Above the belt the sides of the vessel are covered with 150mm. *Tremi* plates along the whole length of redoubts. The engines are double, each having four cylinders capable of developing together 19,000 horse-power. At full steam power the *Regina Margherita* is expected to attain a speed of at least 20 knots, and with 16,000 horse-power a speed of 19 knots. Her coal capacity is 2,000 tons, and her crew will consist of 39 officers and 653 men. Wood has been totally excluded from the construction of the vessel.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer 29.87
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer 29.85
Temperature 86
Humidity 70
Rainfall —

TO-DAY.

Saturday, 25th May, 1901.
Chinese—5th of 4th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 18min.
Sets 6hr. 35min.
High water—Morning 5hr. 40min.
Evening 6hr. 5min.
Low water—Morning 5hr. 0min.
Evening 6hr. 0min.

ANNIVERSARIES.

1841—Canton occupied by the British.
1857—The Chinese fleet totally destroyed between this date and June 1st.
1875—The Victoria Insurance Co. wound up.
1883—Imperial Decree for opening Yunnan mines issued.
1889—The Canton Mint formally opened by the Viceroy.
1897—The Powers replied to the Turkish conditions of peace.
1898—Admiral Cervera hemmed in at Santiago.
1898—U.S. President calls for 75,000 more Volunteers.
1899—Launch capsized in Amoy 70 passengers missing.

TO-MORROW.

Sunday, 26th May, 1901.
Chinese—6th of 4th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 18min.
Sets 6hr. 35min.
High water—Morning 5hr. 38min.
Evening 6hr. 3min.
Low water—Morning 5hr. 15min.
Evening 6hr. 1min.

ANNIVERSARIES.

1593—Fray Pedro Bautista, Spanish Envoy, left Manila for Japan.
1846—Hongkong Club opened.
1867—Duchess of York born.
1871—Bank Holiday Act passed.
1875—Mr. Blacklock murdered by Chinese smugglers on the s.s. *Douglas* at Foochow.
1876—Death of Grand Secretary Wen-siang.
1894—Great fire at Yamagata, Japan; 1,202 houses burnt and 13 lives lost.
1896—Coronation of the Czar, Nicholas II, at Moscow.

AGENDA.

TO-MORROW.
Daylight—O. S. K. steamer *Maiduru Maru* leaves for Coast Ports.
Daylight Douglas C.N. steamers *Haitan* leaves for Coast Ports.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis Church, Wanchai.—Mass (Chin.) 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
 Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
St. Peter's Church, West Point.
Whitsunday (May 26th).
Matins (11 a.m.)
Venite, Macfarlane; Te Deum, Oakley; Jubilate, Massey; Hymns, 151, 481, 14 (S.H.) and 152; Holy Communion (6.30 p.m.)
Magnificat, Smart; Nunc Dimittis, Tucker; Hymns, 153, 382, 16 (S.H.) and 399.
Holy Communion.
The Mission Launch *Daphny* will visit the ships between 9 and 10.30 for the purpose of bringing any ashore who wish to attend the services. The "answering pennant" may be hoisted.

MONDAY, 27th.
5 p.m.—C. M. Co.'s steamer *Esmeralda* leaves for Manila.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 20th.
The officers of the American steamer *Tai-shan*, are Captain Patterson; T. Stephen, chief officer; W. Kay, chief engineer; Chas Stuart, 2nd officer; A. Adair, 2nd engineer; Taylor, 3rd engineer.

Jas. McDonald, chief engineer, s.s. *Chuan-shan*, has been promoted chief engineer, *Pak-shan*.

R. H. A. Keller, acting chief engineer, s.s. *Pak-shan*, has been promoted 2nd engineer, *Pak-shan*.

A. Cameron, 3rd engineer, s.s. *Pak-shan*, gone home.

Jos. Brown, chief engineer, s.s. *Siam*, has been promoted chief engineer, *Chuan-shan*.

Fred. Dean, 2nd engineer, s.s. *Siam*, has resigned his ship and joined the Siamese gunboat *Makut Rakakumar*.

Percy Smith, Resigned P. W. D. joined s.s. *Pak-shan*, 3rd engineer.

E. J. Stoddart, chief engineer, s.s. *Diamante*, gone home.

Alex. Whyllie, 3rd engineer, s.s. *Diamante*, has been promoted chief engineer, *Diamante*.

T. H. Williamson, 3rd engineer, s.s. *Esmeralda*, has been promoted 3rd engineer, *Diamante*.

T. Clark, resigned from Douglas's Co. and engineer, *Esmeralda*.

F. Furniss, from home leave has joined s.s. *Loongsang*, chief engineer.

May 24th.
Mr. McRessie, 2nd officer, s.s. *Kaifong*, resigned.

The officers of the steamer *Nankin*, are Commander C. J. Benton; chief officer, A. Asbury; 2nd officer, G. Clark; 3rd officer, R. Tulloch; 4th officer, T. Powell; chief engineer, J. Caie; 2nd engineer, MacLachlan; 3rd engineer, Woolf; 4th engineer, Scott.

Mr. Lighman late 2nd officer, *King Sing*, appointed 2nd officer of the s.s. *Taisang*, in place of Mr. Uitt gone to Hospital, Shanghai.

Mr. G. Rollo has been appointed 2nd officer, *Kinkiang*.

Mr. W. McIntosh, chief officer, *Pekin*, has gone master, *Tamsui* pro tem.

Mr. Jas. Whyte, chief engineer, *Kansu*, is on leave.

Mr. Jas. McNair, supernumerary 2nd engineer, *Pekin*, has gone acting chief engineer, *Kansu*.

Mr. John Smart has gone 3rd engineer, *Yikang*.

Mr. F. Davis, 2nd officer, *Fooksang*, is transferred supernumerary 3rd officer, *Wosang*.

Mr. W. L. Marsh has gone acting 2nd officer, *Fooksang*.

Mr. Jas. Wheeler, chief officer, *Choyang*, is appointed acting master, *Pechili*.

Mr. MacDougal, 2nd engineer, *Honam*, from sick leave, has rejoined his ship.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Canadian (*Empress of China*) 28th instant.
German (*Preussen*) 28th instant.
Australian (*Airline*) 28th instant.
German (*Sachsen*) 29th instant.
American (*Nippon Maru*) 31st instant.
American (*Peru*) 8th prox.
American (*Coptic*) 18th prox.

The steamer *Prometheus* left Singapore for this port on the 23rd inst., and may be expected here on 29th inst.

The steamer *Airtie* left Manila this afternoon for this port, and is due here on the morning of the 28th inst.

The Glen Line steamer *Glenloch*, from Middlesbrough and London, left Singapore yesterday morning, and is due here on the 29th inst.

The N. Y. K.'s steamer *Inaba Maru* (European Line) left Shimomoseki for this port to-day, the 25th inst., and is expected to arrive here on Wednesday the 29th inst.

The N. Y. K.'s steamer *Kagoshima Maru* (Bombay Line) left Bombay via Singapore for this port yesterday, the 24th inst., and is expected to arrive here on the 14th prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Shanghai at 5 a.m., on Saturday, the 25th inst., and left again at 3 p.m. same day for Hongkong where she is due to arrive at 9 a.m., on Tuesday, the 28th inst.

The Imperial German Mail steamer *Sachsen* carrying the German Mails with dates from Berlin of the 29th April left Singapore, on Friday, the 24th inst., at noon and may be expected here on or about Wednesday morning the 29th inst.

HONGKONG AND WHAMPONG DOCK RETURNS.
U.S.S. *Bennington* ... at Kowloon Dock.
Union " " "
Kiang Tung " " "
Iri " " "
Burnside " " "
Made " " "
Compania de Filipina " " "
Athenian " " "
Colonies " " "
Falsham " " "
Simongan " " "

PASSED THE CANAL.
Outward—14th May—*Benlucers*, *Glancia*, *Malaya*, *Hudson*, *Sydney*, *Sambila*, 17th May—*Flintshire*, *Alcious*, *Rhein*, *Crusader*, *Deonshire*, *Imogene*.

Homeward—17th May—*Idoneus*, *Marburg*, *Tantalus*, *Silesta*.

Arrivals at Home—18th May—*Felbur*, *Konig Albert*, *Steuter*.

SHIPPING.

Arrivals.
Oni, British steamer, 1,951, R. Finkham, 23rd May;—Mojl 18th May, Coal.—Mitsui Bussan Kaisha.

HICOSAN MARU, Japanese steamer, 2,304, P. Hallstrom, 23rd May;—Kutchinichan 19th May, Coal.—Mitsui Bussan Kaisha.

Eva, German steamer, 2,083, Chr. Petersen, 23rd May;—Bangkok 16th May, Rice.—Butterfield & Swire.

FUSJUNG, British steamer, 1,500, W. H. Lunt, 24th May;—Shanghai 21st May; General.—C. M. S. N. Co.

EVIR J. RAY, American bark, Kaster, 24th May;—Singapore 27th May, Timber.—Sander, Wieler & Co.

KAFONG, British steamer, 1,043, G. H. Pennefather, 24th May;—Hollid and Cebu 20th May, General.—Butterfield & Swire.

VICTORIA, Swedish steamer, 989, J. A. Hillberg, 24th May;—Chefoo 18th May, Oil Cakes.—Order.

WOSANG, British steamer, 1,127, R. Johns, 24th May;—Chinking 20th May, General.—Jardine, Matheson & Co.

JACOB DIEDERICHSEN, German steamer, 623, A. Reke, 24th May;—Haiphong 20th May, and Hothow 23rd General.—Lusen & Co.

BRAMMAR, British steamer, 2,316, Wm. Watt, 24th May;—Dalny 19th May, Ballast.—Doddwell & Co., Ltd.

HAITAN, British steamer, 1,183, J. S. Roach, 24th May;—Fochow via Amoy and Swatow 23rd May, General.—Douglas, Lapraik & Co.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 24th May;—San Francisco 25th April, Honolulu 2nd May, Yokohama 16th, Kobe 17th, Nagasaki 19th, and Shanghai, (Wosung) 21st, Mails and General.—O. & O. S. S. Co.

PARRAMATTA, British steamer, 2,696, R. T. Denny, R.N.R., 24th May;—Hombay 8th May, and Singapore 16th, Mails and General.—P. & O. S. N. Co.

CLAVERING, British transport, 2,155, J. T. Barker, 24th May;—Taku via Wei-hai-wei 18th May, Troops (1st Bengal Lancers).—Doddwell & Co., Ltd.

NANKIN, British steamer, 2,557, C. J. Benton, R.N.R., 25th May;—Singapore 18th May, Cotton and Twist.—P. & O. S. N. Co.

TAISANG, British steamer, 1,544, R. C. Bradley, 25th May;—Shanghai and Swatow 21st May, General.—Jardine, Matheson & Co.

SUEVIA, German steamer, 2,662, Wagner, 25th May;—Canton 24th May, General.—Siemssen & Co.

CHWNSHAN, British steamer, 1,281, Jenkins, 25th May;—Hangkok 18th May, Rice.—Bradley & Co.

AMIGO, German steamer, 700, Hansen, 25th May;—Manila 22nd May, Ballast.—Jensen & Co.

TAISHUN, American steamer, 1,216, Patterson, 25th May;—Canton 25th May, General.—C. M. S. N. Co.

Clearances at the Harbour Office.
Victoria, Swedish str., for Samarang.
Progress, German str., for Tournon.
Wo Sang, British str., for Canton.
Francis Arago, French Telegraph str., for Amoy.<

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



STEAMERS.	DESTINATIONS.	SAILING DATES.
INADA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at Daylight
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight
KAGOSHIMA MARU	MOI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 25th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco	Tuesday, 11th June, at Noon
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco	Thursday, 4th July, at Noon
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco	Tuesday, 30th July, at Noon

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAVURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELL," will be despatched for PORTLAND (Or.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent,

or to SHEWAN, TOMES & CO.,

Hongkong, 25th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"DORIC"	SAN FRANCISCO	SATURDAY, 1st June, at Noon.
"PERU"	SAN FRANCISCO	TUESDAY, 18th June, at Noon.
"COPILO"	SAN FRANCISCO	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SAN FRANCISCO	SATURDAY, 13th July, at Noon.
"GABLO"	SAN FRANCISCO	TUESDAY, 23rd July, at Noon.
"CHINA"	SAN FRANCISCO	TUESDAY, 6th August, at Noon.

THE O.S. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

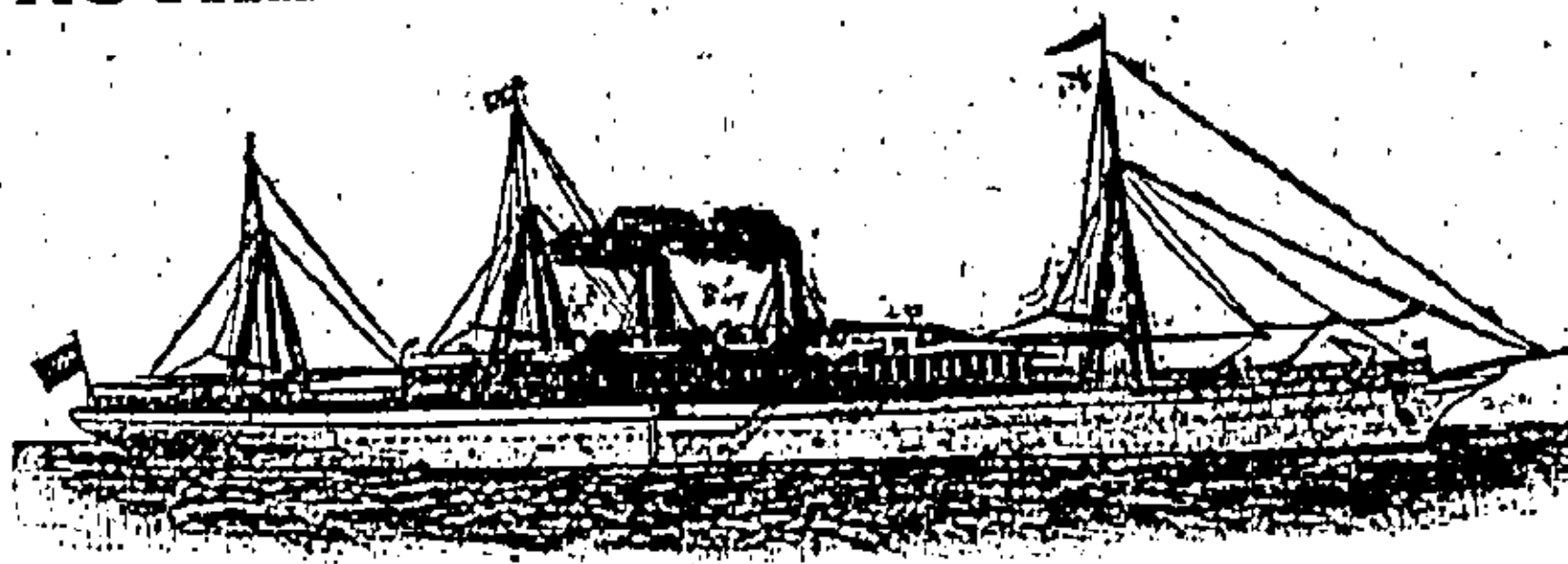
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

1901

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 5th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ...WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey; and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same, at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT & BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE and HAMBURG.	31st May. } Freight.
Foerck	(Calling at SINGAPORE and PENANG.)	
WITTENBERG	HAVRE and HAMBURG.	10th June. } Freight.
Hempel	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 15th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
HOLOLO and CEBU	"KAIFONG"	28th instant.
AMOI, SINGAPORE, SAMARANG and SOERABAYA	"SHANGTUNG"	29th instant.
SHANGHAI	"WHAMPOA"	29th instant.
TIENSIN	"KWEIYANG"	5th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"FROMTHEUS"	28th May.
"	"GLAUCUS"	11th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
LIVERPOOL (DIRECT)	"FROMTHEUS"	9th July.
(Taking Cargo at LONDON RATES)	"RIPEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI AND KELUNG.

THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched as above on TUESDAY, the 28th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOI.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOI.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 25th May, 1901.

"GLEN" LINE OF STEAMERS.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st May, 1901.

To be Let.

TO LET.

FIRST and SECOND FLOORS of Nos. 1 and 3, WA IN FONG. Bathroom and Gas suitable for married couple.

Apply to

C. E. WARREN,

25, Aberdeen Street.

Hongkong, 23rd May, 1901.

TO LET.

NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.

Apply to

LAU CHU PAK, Ltd.

Care of A. S. Watson & Co., Ltd.

Hongkong, 1st April, 1901.

TO LET.

A HOUSE in RYTON TERRACE. HOUSES at LEIGHTON HILL.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1901.

TO LET.

N.O. 6, Ice-House Lane and 3 GO-DOWNS in DUDDELL STREET.

Apply to

A. RUMJAHN.

the special pleasure of being again in Germany.

in two was light to the bewitching and amiable
 "müsen." It was wrong, very wrong; and I
 feel my inferiority every time I come to
 testimony, and have to pause and think by
 the combination of words I can express the
 the Germanic functions and nature of booking
 and bicycle labels. For it was long ago,
 since Bismarck was still considered a dan-
 gerous upstart, and we reckoned in kreutzers,
 blue and white Austrian bands played at Mainz
 and fort—it was long ago that I was
 to speak of a young German infant, fed
 on Teutonic romance and sentiment (and
 so funny Teutonic prosaisms), and I blurted
 a dim-compression of German's daughters.
 There was Franziska, who could boast a
 Rhineland pastor for grandfather, a legendary
 ancestor bearding Napoleon; Franziska, who
 had Schiller's "Maria Stuart" and "Joan of
 Arc" and even his "Child Murrhead" (I
 remember every word of obloquy hurled at the
 madman, the madman, craven hangerman, canst
 thou not break thyself of this?) the housemaid
 who met me whenever my father and I went
 to an evening, and described Papageno,
 Mozart's opera, which she had seen
 dressed in feathers, and was tempted
 to strum furive melancholy chords on my
 mother's zither—dear Franziska, whose com-
 fortable blond good looks inspired the enamoured
 schoolmaster in letters beginning "My dearest
 one," the golden-haired Franziska, what has become
 of her? I remember the Professor, who averred
 that rhythmic reiteration of vowels and
 consonants was far, far worse than speaking
 in rhymes on a high road; in what stone-
 facedness may she have found an honoured
 grave? What has become of gentleman
 Ernst, who played the Jupiter Symphony
 on my mother, instead of hearing me
 through my scales, and lent me volumes
 of Tonkünstler-Lexikons to soothe her con-
 science, and gave us honey in the comb op-
 erations to read? I remember the stout
 of all, dearest, far above all the others,
 a quite different, Marie S., charming en-
 thusiastic young schoolmistress in that little
 of pepper-pot towers and covered
 bridges, you I have found again; I shall soon
 see your eyes and hear your voice, quite
 changed, I feel certain; and we shall
 and talk your big daughter listening,
 without without an occasional smile) about
 the about the town and I, a girl of twenty-
 in a child of eleven, and I, a girl of twenty-
 above the rushing Alpine river in the little town
 of drinking *café au lait*; hours in the
 whole world of legend and poetry, and scientific
 and theory more wonderful still, passed
 in your ardent young mind, into the little
 of your puzzled one of your loving pupil. We
 will meet very soon, a little awkwardly at first,
 perhaps, but after a moment talking as if no
 time had passed, as if years had passed; as if
 the child had had his "between"; as if all
 that might then have come true, as well,
 and I could come true still.
 These thoughts came into my head that
 morning in the promenade at Cassel, brought
 to the surface by the mellow autumn sun and

I wonder what you're like now. As I look at the myrtle, it seems to grow into a jolt, a little myrtle maiden I once knew, oh! so long ago, but not a bit changed. Do you like being a great lady? Or do you sometimes grieve for the simple old days? They were good, were they not? Now, Edith, it's getting late. I am pressing the myrtle to my lips and imagining it at its very life. Its bed to-night shall be this water, which is all that is left of my heart; but always belonged to you. Good night, Edith, love.

DICK.

Written on the envelope a month later.

O yes! Dick, I did love you. I did kiss you and I was I who kept your hair brushed with your dear blood on it. I have put beside the myrtle to-night. How brave you would have bravely you died. It is too, too sad. I am proud of you, Dick.

The Strain Twists.

EDITH.

to his clients, all and every vestige of "make up," be it paint or powder, should be removed every night. No one should try her complexion to breaking point; therefore no one should sleep in the mask she wears during the day.

any affairs need not necessarily affect the King in any way. There was a time when the Queen was certain proportion—which was roughly, perhaps, a tenth—of the money which was paid to the King by subjects in aid in return for a grant of an office or franchise. This proportion was often very substantial amount, and the revenue which the Queen thus obtained was described as "Queen-Gold." The Queen also formerly received a revenue from the demesne lands of the Crown. In other words, however, all this is now the property of the Crown, and the Queen's purse are settled year by year in a transaction by a special grant by Parliament.

Such is the peculiar, and in many respects still anomalous, position of Queen Alexandra,

om which the empress knew that her scheme w

PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.

HIS BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.

Hongkong, May 25th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns,
3,000 i.h.p., Comdr. G. F. M. Crockock,
Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
Comdr. E. D. Hunt, Hongkong.

Arctura, 2nd-class cruiser, 4,300 tons, 10 guns,
5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500
i.h.p., 16 guns, Capt. G. H. Cherry, R.N.,
Shanghai.

Astrea, British 2nd-class cruiser, 4,300 tons,
7,000 i.h.p., 10 guns, Capt. A. W. Paget,
C.M.O., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p.,
12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 17
guns, 13,165 i.h.p., Captain G. J. S. War-
ren, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns,
21,411 i.h.p., Capt. Henderson, C.M.O.,
Woosung.

Bonaventure, 2nd class cruiser, 3,000 tons, 11
guns, 9,000 i.h.p., Capt. C. J. G. Sawle,
Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300
i.h.p., 6 guns, Lieut. and Comdr. F. M.
Leake, Amoy.

5,600 i.h.p., Commander Sir Bouchier
Wrey, Bart., Shanghai.
Britannia, 1st-class gunboat, 710 tons, 1
i.h.p., 6 guns; Lieut.-Comdr. E. A. Baird
Fochow.
Centuria, 1st-class battleship, 15,500 tons, 1
guns, 9,000 h.p., Capt. J. R. Jellicoe, 2nd
Shanghai.
Daphne, sloop, 1,120 tons, 8 guns, 2,000 i.h.p.,
Capt. Wm. C. Pakenham, Hongkong.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C. R. Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chien-kiang.

Fame, twin screw, torpedo-boat destroyer, 363 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 1st class, Capt. F. S. Ingeloff.

en route Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 210 tons, 6 guns, 4,000 i.h.p., Lieut. and Comd'r G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Comd'r H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Hai-wai.

Janus, torpedo-boat destroyer, in reserve.

Linnæus, gun-vessel, 750 tons, 2 heavy guns, 6 guns, 800 i.h.p., Commander W. I. Spothurst, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

Ocean, 1st-class' battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howland, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12,000 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. G. D. Maxwell, Shanghai.

Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p.
Comdr. W. H. Nicholson. Tientsin.

Pigmy, 1st. class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Comdr. J. F. E. Green, Sp. S.

Pique, twin screw, 2nd-class cruiser, 3,600 tons,
8 guns, 7,000 i.h.p., Capt. H. C. Reynoldson,
Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. C. V. de M.

Redpole, 1st-class gunboat, 855 tons, 6 guns,
1,200 i.h.p., Lieut.-Comd. C. F. Corbett,
Shanghai.
Robin river-gunboat, 2 guns, Lieut.-Comdr.
G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p.,
Comd. C. Hamilton, en route Singapore.
Sandpiper, British river-gunboat, 2 guns, L.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p.
Lieut. and Commander Oldham, Yangtsi.
Swift, 2nd-class gunboat, 756 tons, 6 guns,
870 i.h.p., Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut.

Zamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, guns, 25,000 i.h.p., Capt. Percy Scott, C. Hongkong.
Twined, coast defence gunboat, 363 tons, guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, Lieutenant Comdr. Lyne, Manila.
Whitting, twin screw, torpedo-boat destroyer, 607 tons; 6 guns, 6,000 i.h.p., Lt-Comdr. Mackenzie, D.S.O., Shanghai.
Wivern, coast defence ship, 2,750 tons, 4 guns.

Woodcock, river-gunboat, 2 guns, 560 i.h.
 Lieut.-Comdr. Watson, Kukiang.
 Woodcock, river-gunboat, 2 guns, 550 i.h.
 Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20,
 36, 37 and 38, first-class; and 3 second-class
 boats.

Post Office.
 Mail well done.

For Canton—Per *Powan*, to-morrow, 1
26th instant, at 9 A.M.
For Swatow, Amoy and Foochow—Per *H
ian*, to-morrow, the 26th inst., at 9 A.M.
For Macao—Per *Heungshan*, on Monday
the 27th instant, at 9 A.M.
For Canton—Per *Hankow*, on Monday, t
27th instant, at 9 A.M.
For Shanghai, Moji and Kobe—Per *Nank*

For Bangkok.—Per *Taktang*, on Monday, the 27th instant, at 9 A.M.
For Singapore.—Per *Calchas*, on Tuesday, the 28th instant, at 11 A.M.
For Moji, Kobe, Yokohama, Victoria, (B. C.), and Tacoma.—Per *Victoria*, on Tuesday, the 28th instant, at 4 P.M.
For Hongkong and Cebu.—Per *Kaisong*, on Tuesday, the 28th instant, at 4 P.M.
For Manila.—Per *Emeralda*, on Tuesday, the 28th instant, at 4 P.M.
For Amoy, Singapore, Samarang and Surabaya.—Per *Shantung*, on Tuesday, the 28th instant, at 5 P.M.
For Singapore, Sourabaya and Samarang.—Per *Kulang*, on Wednesday, the 29th instant, at 10 A.M.
For Europe, &c., India, via Tientsin.—Per *Preussen*, on Wednesday, the 29th instant, at 10 A.M.

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